Appendix I.

[Vide answer to Starred Question No. 1917, asked by Sri V. K. Kothandaraman on behalf of Sri M. Kalyanasundaram at the meeting of the Legislative Assembly held on 9th November 1961, page 5 supra.]

A.—Under the Centrally sponsored programme for Scheduled Castes, the Government have drawn up two schemes for the improvement of the working conditions of sweepers and scavengers, viz., (1) housing of sweepers and scavengers and (2) supply of wheel-barrows. Under the housing schemes, houses costing Rs. 1,000 each will be constructed according to an approved type design. Fifty per cent of the cost of construction of a house will be given as subsidy by the Government and the remaining portion of the expenditure will be met by the local bodies concerned. The local bodies are eligible for loans from Government to meet their share of contribution. The houses shall be the property of the local bodies concerned and the beneficiary-sweepers and scavengers can occupy them so long as they are in service under the local bodies. The local bodies may levy a nominal rent to meet the maintenance charges of the houses.

As a measure calculated to eliminate the practice of carrying night-soil on heads, a scheme has been formulated to introduce wheel barrows for use by scavengers or sweepers employed by the local bodies or municipalities for transporting the night-soil Fifty per cent of the cost of purchase of wheel barrows will be subsidised by the Central Government, and the remaining portion will be borne by the local body or municipality concerned.

The list of municipalities and panchayats to be benefited during the current year has not been finalised yet.

Appendix II.

[Vide answer to Starred Question No. 1921 asked by Sri A. A. Rasheed at the meeting of the Legislative Assembly held on 9th November 1961, page 7 supra.]

Details of the Scheme relating to improvements to Marina.

(1) Improvements to Marina from Wallajah Road Junction to Swimming Pool and forming a square at Wallajah Road and South Beach Road Junction.

In June 1958, the Government approved the proposal for the formation of square at the junction of Wallajah Road and South Beach Road at a cost of Rs. 55,000 and also the detailed plans and estimates for improvements to Marina from Wallajah Road Junction to Swimming Pool at a cost of Rs. 1,47,000 for beautifying the foreshore of the Marina in the above reach.

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The estimate for the work of improvements to Marina from Wallajah Road Junction to the Swimming Pool was technically sanctioned by the Chief Engineer (General) for Rs. 1,47,000 and the estimate for the work of forming a square at Wallajah Road and the South Beach Road Junction was technically sanctioned for Rs. 55,000. The above proposals provide for the following improvements to Marina :—

(i) *Improvements to Marina from Wallajah Road Junction to Swimming Pool.*—It provides for forming a road 25 feet wide approximately parallel to and to the east of South Beach Road with connections to the ramps 35 feet wide with road kerbs on both sides of the road and ramp with precast concrete slabs 0' 4'' by 0' 4'' of mix. 1 : 3 : 6 and also improvements to Marina in this reach by forming lawns, flower beds, providing car parking arrangements along the road, paving the 16' 0, pavement on the eastern side of existing South Beach Road with 2 inches thick precast cement concrete coloured with 2 lb. of best red oxide per cubic foot of cement and regarding the existing lovers' walk and 10 feet berm on the eastern side of the proposed road with gravel 3 inches thick. The above road will also be electrified. Provision is also made in the estimate for providing water-supply arrangements for lawns with necessary pump, well and laying pipe lines, etc., and for drainage arrangements in the proposed area.

As it was seen that the outlet water from the Marina Swimming Pool is stagnating by its side in unsightly and undesirable manner, it is proposed to form an ornamental pond of size 340 feet by 135 feet near the Swimming Pool with attractive terraces starting from the approach from South Beach Road and also fill up the low-lying area between the Swimming Pool and the new road.

(ii) *Forming a square at Wallajah Road and South Beach Road Junction.*—The original proposal was to connect the Marina road (newly formed) and South Beach Road near the Statue of Triumph of Labour with an approach road but it had to be dropped on the suggestion of the Sitting Committee who thought that the entrance near the statue might be a hindrance to the pedestrians going near the statue.

In view of the above, cement concrete pavement 1 : 3 : 6, 2 inches thick using red oxide for colouring was provided around the statue in place of water bound macadam surface. The pavement was provided with cut stone balustraces on either side after rising the existing ground level by filling sea sand providing cut stone steps to a length of 55 feet to connect the road and square.

This work namely improvements to Marina from Wallajah Road Junction to Swimming Pool was taken up after calling for tenders and the tenders for the work of formation of a square at Wallajah Road were invited but as there was no response for the same and as it was decided to unveil the statue of Triumph of Labour on 25th January 1959, the work was taken up departmentally. The above two works have since been completed except for the ornamental pond and have proved of much recreational value to the public.

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(2) EXTENSION OF THE NEW ROAD PARALLEL TO SOUTH BEACH ROAD ON THE EASTERN SIDE OF THE STATUE OF TRIUMPH OF LABOUR AND CONNECTION TO SOUTH BEACH ROAD AT OLD BAND STAND.

The Government approved the above proposal for the extension of the newly formed road on the sea side of the Marina northwards up to the old band shed opposite to the University Buildings at a cost of Rs. 29,100.

The original proposal to have the approaches road from the South Beach Road to the new road formed parallel to the South Beach Road near Triumph of Labour Statue was subsequently dropped on the suggestion of the Sitting Committee who thought that the entrance near the statue might be a hindrance to the pedestrians going near the statue and instead they suggested that the new road may be extended to south and connected to the South Beach Road near the University Buildings.

The road will be 25' 0'' wide with the same specification as far the new Marina Road detailed above and this reach will also be improved by forming lawns, flower beds, etc., and will also be electrified.

The above work has since been taken up for execution by the Superintendenting Engineer, Madras Circle, and will be completed in all respects shortly.

(3) IMPROVEMENTS TO MARINA FROM PYCROFTS ROAD JUNCTION UP TO AND OPPOSITE TO THE POLICE RADIO OFFICE.

An inspection of the improvements to Marina from Wallajah Road Junction up to Swimming Pool revealed that similar improvements should be taken up for the reach of the Marina between Pycrofts Road Junction and a point opposite to Police Radio Office. The improvements from Wallajah Road Junction up to the Swimming Pool had proved of much recreational value to the Public. Therefore, plans and estimates amounting to Rs. 6 lakhs for the above work were prepared by the Chief Engineer, Public Works Department (General), and forwarded to Government for obtaining its administrative sanction.

In October 1960, the Government accorded sanction for the above proposals for the improvements of Marina from Pycrofts Road Junction at one end to Police Radio Office at the other end at a cost of Rs. 6 lakhs. The above proposal provides for forming a road approximately parallel to the South Beach Road with connections to the ramps opposite to Police Radio Office at one end and the pump room near Pycrofts Road at the other end and also with necessary ramp to be formed opposite to Beasant Road and Lloyds Road.

The proposed road will be 25' 0'' wide and the ramps will be 35 feet wide. The road surfacing will consist of water bound macadam road of 5 inches thick laid in two layer of 3 inches and 2 inches using 2 inches and 1-1/2 inches broken stone

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over a sub-grade of 6 inches thick latorite soling. Surface dressing will be with precoated chips using ½ inch I.R.C. metal road kerbs will be of precast cement concrete 1 : 3 : 6 of size 0′ 4″ by 1′ 0″.

The existing gravel foot path 16′ 0″ wide on the eastern side of the South Beach Road will be paved with cement concrete blocks 1 : 3 : 6 using ¾ inch seize metal to 2 inches thickness and will be coloured with 2 lb. of best red oxide per cubic foot of cement and pointed to a depth of 1 inch with cement mortar 1 : 3 coloured by adding red oxide to match with the colour of slabs. The existing lovers' walk and another one 10 feet wide east of the proposed asphalt road will be regraded to a uniform slope and gravelled 3 inches thick.

Car parking arrangements will be provided at suitable places and the proposed road will also be electrified. Provision is made in the estimate for forming lawns, flower beds along the new road, providing water-supply arrangements for lawns with necessary pump, well and laying pipe lines, etc., and for drainage arrangements in the proposed area.

The above proposals are almost similar to the improvements to Marina from Wallajah Road Junction to Swimming Pool since almost completed and which has proved to be of much recreational value to the public. The plans and estimate for the above work were technically sanctioned for Rs. 6 lakhs by the Chief Engineer, Public Works Department (General), and communicated to the Superintending Engineer, Madras Circle, for taking urgent action.

The Superintending Engineer, Madras Circle, has split the above work into convenient parts as detailed below and has called for tenders for items (*a*) to (*d*) and working estimate for item (*e*) is being sanctioned by him separately.

(*a*) Formation of road and black-topping the surface with bitumen.

(*b*) Formation of lawns and flower beds along with ornamental structures.

(*c*) Provision of necessary water-supply and drainage arrangements.

(*d*) Provision of pavement in precast concrete slabs for the existing footpath of 16′ 0″ wide.

(*e*) Electrification of the proposed road with necessary fittings to the flower beds and ornamental structures, etc.

The Superintending Engineer has arranged for the preliminaries connected with the above work and he will be taking up the work for execution shortly and completing the same most expeditiously.

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(4) FORMATION OF EXTENSION ROAD FROM OPPOSITE TO ALL-INDIA RADIO ENDING NEAR MOUTH OF ADYAR BACK WATER TO JOIN SOUTH BEACH ROAD OPPOSITE OCEANIC HOTEL.

In May 1961, the Government accorded sanction for the work of formation of Marina Extension Road from opposite to All-India Radio and ending near the mouth of the Adyar back water to join the South Beach Road opposite the " Oceanic Hotel " at a cost of Rs. 12 lakhs. The work was ordered to be taken up urgently giving priority to the formation of the road abutting on the City Improvement Trust Schemes on the South.

The above estimate sanctioned by Government for 12 lakhs provides for the formation of new Marina Extension Road from opposite to the All-India Radio to nearly opposite to Hotel Oceanic for a total length of 8,100 feet which includes also a portion of road coming within the slum-improvement schemes of the City Improvement Trust for a length of 1,200 feet.

The proposed road will be 100 feet wide as this road will have to take in all the main traffic from North of Madras to South of Madras towards Adyar. The level above the existing bed level of the main road kept at approximately 2 to 3 feet and will be at +34·00 and its berm will be at +34·50, i.e., about 3 feet above the M.W.L. of 1943, i.e., +31.57. The level of the approach road around City Improvement Trust will be gradually raised from 30·50 to 34·00 by 1/200 grade. The layout of the road was already approved by the Director of Town-Planning.

The road pavement will be done by stabilization method recommended by the Highways Department and which is also found to be cheaper than conventional methods. In the above method sub-grade of sand embankment is to be improved by the addition of about 2 per cent cement and the sub-base will consist of sand cement stabilization with 4 per cent cement by weight. The base course below wearing surface will consist of sand (Bitumenous stabilization) with addition of about 3 per cent cement 2 per cent bitumenous material prepared by adding about 25 per cent of kerosene with straight run bitumen 30/40 grade. The stabilized sand cement base and the base course will be of 4 inches compacted thickness each. The wearing surface shall be of asphaltic concrete 1½ inches thick. On either side of the road portion, berms will be provided for 10 feet on land side and 15 feet on sea side with bitumenous stabilization.

Since the approach road has to be formed in the back water portion, necessary provisions for forming sea sand embankment has been made in the estimate.

Provision has also been made in the estimate for revetting the sides with precast sand cement block 6 inches thick in the proportion of one cement and eight sand with toe wall of 1′ 0″ by 1′ 0″ in cement concrete 1 : 4 : 10 L.S. provisions have been made in the estimate for the following :—

(*a*) Formation of a lover's path;

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(*b*) Lawns, parks, fountain, planting trees, etc.;

(*c*) Electrification;

(*d*) Casurina Hedging on both sides;

(*e*) Providing water facilities such as digging wells, etc;

(*f*) Tools and plants for purchasing theodalite, etc.;

(*g*) Constructing temporary sheds for stocking cement and other materials; and

(*h*) Providing drainage facilities.

The Superintending Engineer, Madras Circle, is now arranging for the preliminaries connected with the above work and the work will be taken up for execution after the estimate for the same is technically sanctioned and also after the preliminaries connected with the above work are completed.

APPENDIX III

[Vide answer to Starred Question No. 1923 asked by Sri N. S. Ramalingam (on behalf of Sri V. Arunachala Thevar) at the meeting of the Legislative Assembly held on 9th November 1961, page 8 supra.]

A.—The present stage of the schemes for extension of supply of electricity for agricultural purposes to the villages in Pudukkottai Division is as indicated below:—

(i) *Melathur and Kalamavoor villages*.—Electricity has already been extended to these villages.

(ii) *Alangudy and Sembattur villages*:—The schemes for extension of supply to these villages are under execution and are in various stages of progress. The schemes are programmed to be completed and energised during 1961-62.

(iii) *Pudupatty (Yanavayal) and Kovanur villages*.—Extension of supply to these villages has been programmed to be taken up for execution during 1961-62.

(iv) *Mandaiyur, Suraiyur, etc. villages in Kilathur taluk*.—A scheme costing Rs. 84,400 is under scrutiny in the Technical Section and will be sanctioned by the competent authorities, if in order.

(v) *Keelathaniyam, etc., villages in Tirumayam taluk*.—A scheme costing Rs. 1,39,200 is under scrutiny in the Technical section and will be sanctioned if found in order.